

Commercial Core 5th & Stewart

Station-Specific Background Issues

Natural Features



Critically and Environmentally Sensitive Areas

Steep Slope (>40%)	Flood Prone
Known Slide Area	Riparian Corridor
Potential Slide Area	Landfill
Wetlands	Liquefaction Zone
Wildlife Area	10' Contour

Source: City of Seattle Design, Construction and Land Use, March, 2000.

- The station area is easily walkable. Terrain slopes gently down toward Lake Union to the north. There is a rise in grade from Fifth Avenue westward, cresting at Second Avenue, before sloping back down toward the water.

Existing Character



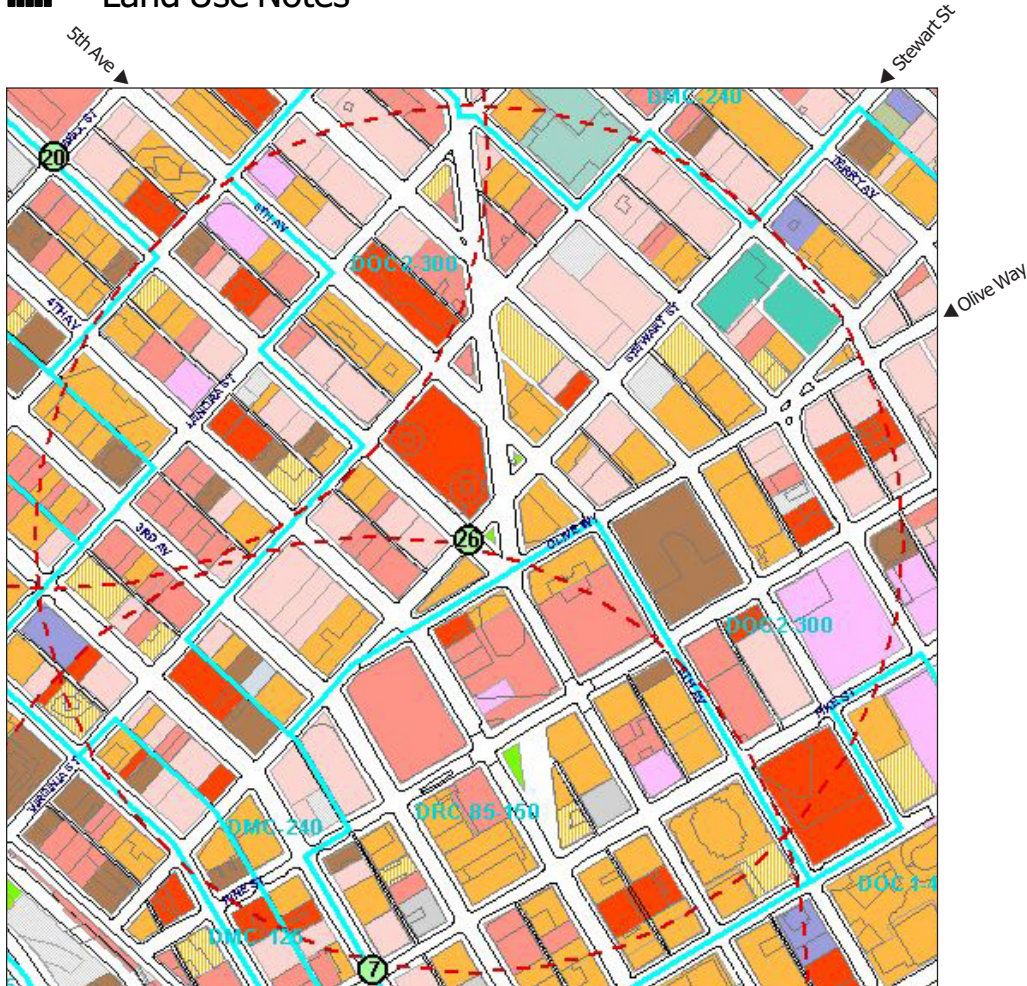
- The Fifth Avenue and Stewart Street station is located at the junction of the Belltown, Denny Triangle and Commercial Core urban villages.
- Surrounding the station to the east, west and south is a dense mix of office, hotel and residential towers, with a pedestrian-oriented streetscape.
- South of the station is the dense retail environment of the retail core.
- To the north of the station in both Belltown and the Denny Triangle is a combination of mid-rise office and mixed-use buildings, parking garages and surface parking lots.

Spatial Patterns



- The station is located near the convergence of several street geometries. Westlake Avenue crosses both the Belltown grid and the Central Core grid, which shift due to the geometry of the Elliott Bay shoreline. The intersection of these geometries results in several small triangular parcels, and a large percentage of land devoted to public right-of-way.
- Much of the street facade line is intact, rendering the gaps in the fabric are noticeable. The station site is on one of those undeveloped areas.
- The Denny Triangle area to the north has been developing recently with large-scale structures.

Land Use Notes

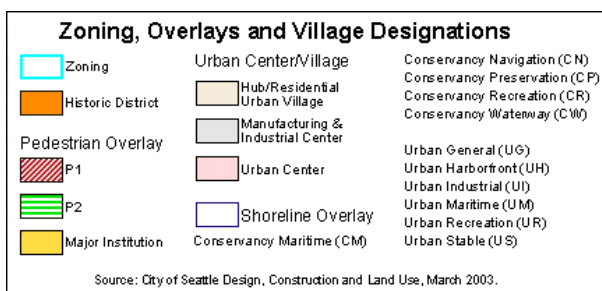


Existing Land Use and Zoning

Single Family	Entertainment	Public Facilities
Duplex/Triplex	Mixed Use	Schools
Other Housing	Parking	Zoning
Multi-Family	Industrial	Open Space
Office	Warehouse	Vacant
Retail/Service	Transp/Util/Comm	Water Body
Hotel/Motel	Institutions	Unknown/No Data

Source: Land Use, King County Assessor, January 2003; Zoning, City of Seattle Design, Construction and Land Use, March 2003.

- The station area includes the heart of Seattle's retail core in the Westlake Center area. However, Westlake Center is not easily visible from the station, as it lies on the south side of the Westlake Center building. As is the case with the Westlake Center building, the entries of the large Medical Dental Building feel like the "back door" to the primary retail area.
- The Bank of America building is a small-scale building, and its site has been considered as an opportunity for a significant open space someday, known as Westlake Circle. McGraw Place, a small triangular park with a statue, has been designated a historic landmark.
- Large scale buildings predominate toward downtown, including the office tower of Westlake Center, the Securities Building, the Bon Marche, and the Bon Marche parking garage.
- Recently, the Denny Triangle area has been developing with a variety of mostly large-scale uses, including public facilities (new Federal Courthouse, West Precinct Police Station), residential structures, and commercial offices.
- The primary open space in the station area is Westlake Center, which is one of the most visible public gathering spaces in the city.



- *At the retail center of downtown, this station area incorporates much of what is the Downtown Retail Core (DRC) zone. This zone contains the city's major department stores and is the principal retail shopping destination for the city and region. A wide variety of uses other than retail are allowed to the extent that they augment and do not detract from this primary function. Street level*

development standards are tailored to provide and protect a pleasant street-level pedestrian environment specific to the unique function and character of the retail core.

- *Approximately one third of this station area is zoned Downtown Office Core 2 (DOC2), with height limits ranging from 240' to 300'. The DOC2 zone is intended as an office expansion area adjacent to the downtown office core. Although*

intended primarily for office uses, other uses are encouraged to add diversity, particularly after the normal working day. It is also intended to relieve pressure for the development of office uses in the adjacent retail core. The density of use is limited by a Floor Area Ratio (FAR) which relates the total area, in square feet, of a building site or parcel of land, to the total area, in square feet, within the building.

Commercial Core 2nd & Pike

Station-Specific Background Issues

Natural Features



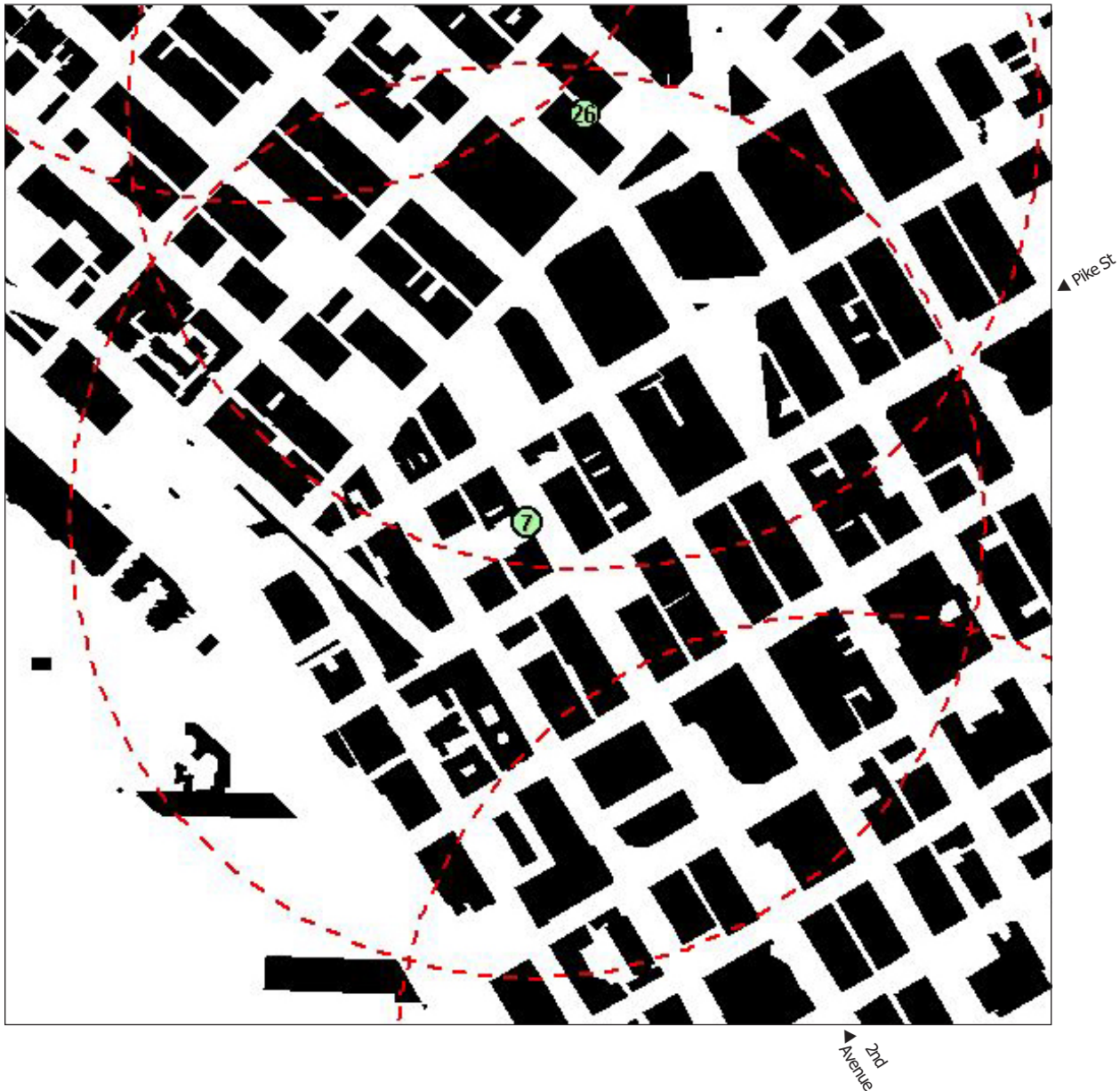
- Second Avenue has a noticeable but walkable grade of roughly 4%, dropping to the south. Pike and Pine Streets, adjacent to the station, are flat near the station. The Pike Place Market, to the west, is at the edge of a significant drop to the waterfront.

Existing Character



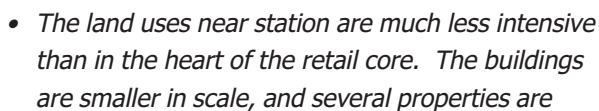
- The station area at Second Avenue and Pine Street includes small, mostly older office buildings, parking garages and surface lots, and some low-intensity retail at the ground level.
- Although heavily traveled by pedestrians, the major destinations are near, but not adjacent to the station.
- Instead, pedestrians tend to move through this area between the retail core on the east and the Pike Place Market, whose historic market and retail spaces shape the area, to the west.

Spatial Patterns



- While much of Second Avenue has a fully built street frontage, this station area includes several undeveloped parcels, currently operating as privately-operated paid surface parking lots.
- The Pike Place Market has a uniquely fine-grained

development pattern. The area near the station has a finer grain than much of the downtown. Blocks in this area do not have the full block or full block with alley development of other areas of downtown.



used as surface parking lots. This area was at one time a more integral part of the retail core – the Doyle Building was originally the J. S. Graham Department Store, and J. C. Penney's was heavily remodeled as the Newmark Building.

- 5.23

Zoning Notes



Zoning, Overlays and Village Designations

 Zoning	Urban Center/Village	Conservancy Navigation (CN)
 Historic District	Hub/Residential Urban Village	Conservancy Preservation (CP)
 Pedestrian Overlay P1	Manufacturing & Industrial Center	Conservancy Recreation (CR)
 Pedestrian Overlay P2	Urban Center	Conservancy Waterway (CW)
 Major Institution	Shoreline Overlay	Urban General (UG)
	Conservancy Maritime (CM)	Urban Harborfront (UH)
		Urban Industrial (UI)
		Urban Maritime (UM)
		Urban Recreation (UR)
		Urban Stable (US)

Source: City of Seattle Design, Construction and Land Use, March 2003.

- Located centrally downtown, the proposed station at Second Avenue and Pike Street encompasses numerous downtown zones, including much of the Downtown Retail Core (DRC), the Downtown Office Core 1 (DOC1) zone, the Downtown Mixed Commercial (DMC) zone, and the Pike Place Market Mixed zone.
- The Downtown Retail Core (DRC) zone contains

the city's major department stores and is the principal retail shopping destination for the city and region. A wide variety of uses other than retail are allowed, to the extent that they augment and do not detract from this primary function. Street level development standards are tailored to provide and protect a pleasant street-level pedestrian environment specific to the unique function and character of the retail core.

- The DOC1 zone encompasses the area of downtown with the greatest concentration of office activity where a large share of downtown's future employment growth will be centered. Although the zone is intended for office use, other uses including housing, retail, hotels, and cultural and entertainment facilities are also encouraged to add diversity and activity beyond the working day. The DOC1 zone allows building heights of 450'. The density of use is limited by a Floor Area Ratio (FAR) which relates the total area, in square feet, of a building site or parcel of land to the total area, in square feet, within the building.
- DMC zoning is generally a transition commercial area between the downtown office and retail cores, and the downtown residential zones and special districts. It is characterized by a diversity of uses at lower densities than in the office areas. Housing and other activities without substantially

contributing to peak hour traffic demand are encouraged. In this area, the DMC zone generally allows building heights of 240'. The density of use is limited by a Floor Area Ratio (FAR) which relates the total area, in square feet, of a building site or parcel of land to the total area, in square feet, within the building.

- The Pike Market Mixed (PMM) zone applies to the Special Review District assigned to the Pike Place Market and Historic Area. It is intended to preserve the unique character, scale, and function of the market and its surroundings. A compatible mix of uses is permitted in conformance with plans and policies for the Market. The Pike Place Market Urban Renewal Plan and Historic District Preservation Plan guide development in this area.
- The farther west portion of the station area is the Downtown Harborfront 1 (DH1) zone. The DH1 zone's requirements apply primarily to waterfront lots and adjacent harbor areas. Economically viable marine uses are encouraged, while providing opportunities for public access to the shoreline and to preserve views of Elliott Bay. In those places where a significant water dependent component is included, development requirements allow greater flexibility than otherwise allowed in the zone.











Commercial Core 2nd & Madison

Station-Specific Background Issues

Natural Features



Critically and Environmentally Sensitive Areas

	Steep Slope (>40%)		Flood Prone
	Known Slide Area		Riparian Corridor
	Potential Slide Area		Landfill
	Wetlands		Liquefaction Zone
	Wildlife Area		10' Contour

Source: City of Seattle Design, Construction and Land Use, March, 2000.

- Second Avenue has a noticeable, but walkable grade of roughly 4%, dropping to the south. The east-west streets in this area are considerably steeper than at the Pike Street Station. The grade is such that it makes walking difficult for some people.
- The waterfront is perceptible to the west of the station area.

Existing Character

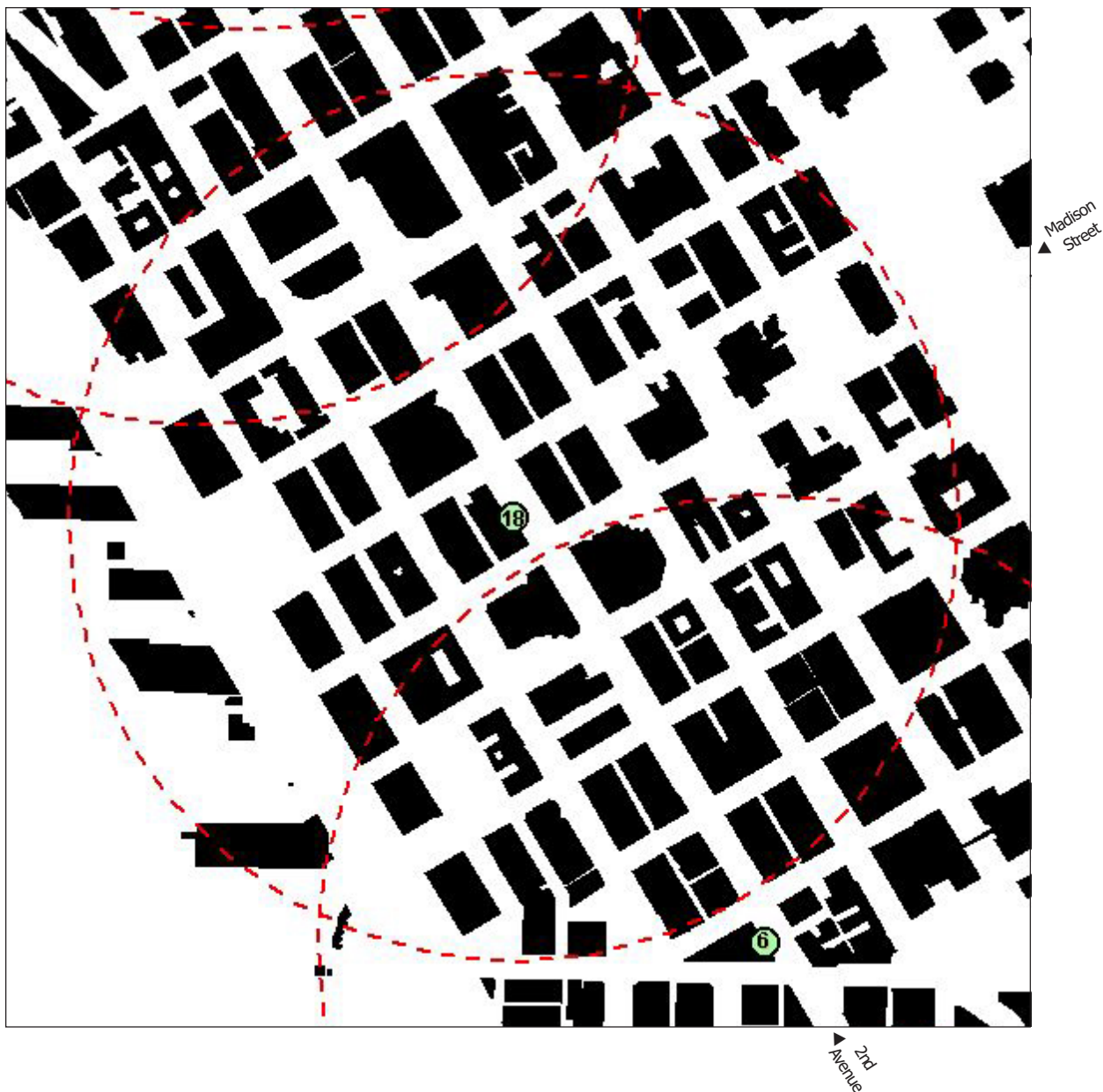


- The Second Avenue and Madison Street station is bordered on three sides by the Commercial Core's office core, which generally lies up a steep hill to the east.
- The area north, south and east of the station contains office towers, both full-block modern office towers, and half and quarter-block towers from the first half of the 20th Century, and are generally well-oriented to the pedestrian.
- Some of these structures are set back from the street at Second Avenue, with more bulk either in the middle of the block or along Third Avenue, providing considerable light and air along Second Avenue.
- Down a steep hill to the west of the station, structures are lower-scale and more frequently historic. These structures are often hotel or residential in use, although there remain a number of office buildings in the area.



- The Seattle waterfront, with its historic retail character and promenade, lies three blocks to the west of the station.

Spatial Patterns



- The urban fabric is largely complete in the station vicinity, with large towers and often, associated

plaza space. Near the waterfront, some large parcels are used for surface parking.

Zoning Notes



- The area surrounding this proposed station is primarily zoned Downtown Office Core 1 (DOC1). The DOC1 zone encompasses the area of downtown with the greatest concentration of office activity where a large share of downtown's future employment growth will be centered. Although the zone is intended for office use, other uses including housing, retail, hotels, and cultural and

entertainment facilities are also encouraged to add diversity and activity beyond the working day.

The DOC1 zone allows building heights of 450'.

The density of use is limited by a Floor Area Ratio (FAR) which relates the total area, in square feet, of a building site or parcel of land to the total area, in square feet, within the building.

- The area to the west of the proposed station is zoned Downtown Mixed Commercial with a 160' or 240' height limit. DMC zoning is generally a transition commercial area between the downtown office and retail cores, and the downtown residential zones and special districts. It is characterized by a diversity of uses at lower densities than in the office areas. Housing and other activities, without substantially contributing to peak hour traffic demand, are encouraged. In this area, the DMC

zone generally allows building heights of 240'.

The density of use is limited by a Floor Area Ratio (FAR) which relates the total area, in square feet, of a building site or parcel of land to the total area, in square feet, within the building.

- The portion of the station area further west is the Downtown Harborfront 1 (DH1) zone. The DH1 zone's requirements apply primarily to waterfront lots and adjacent harbor areas. Economically viable marine uses are encouraged, while providing opportunities for public access to the shoreline and to preserve views of Elliott Bay. In those places where a significant water dependent component is included, development requirements allow greater flexibility than otherwise allowed in the zone.